

Hampton Roads-Virginia capes area for the remainder of the year with the exception of a trip up the Chesapeake Bay to Annapolis in late September and early October for a visit to the Naval Academy. On 17 January 1977, *Ainsworth* sailed for the Caribbean. She stopped at Guantanamo Bay, Cuba; Fort-de-France, Martinique; and San Juan, Puerto Rico, before taking part in Exercise "CARIBEX 1-77" from 11 to 21 February.

Upon her return to Norfolk on George Washington's Birthday, the ship readied herself for another deployment to European waters and got underway across the Atlantic on the last day of March. After reaching Rota on 12 April, she sailed for Skaramangas, Greece, on the 16th; reached there on the 21st; and remained at that port for a month before proceeding via Suda Bay, Crete, to the Ionian Sea. There she took part in a series of 6th Fleet operations which—but for runs to nearby ports—kept her busy until mid-July.

On 15 July, she sailed for the Levant and visited Haifa, Israel, from the 20th to the 24th. Then, after sailing westward, she reached Naples on 29 July and underwent a tender availability there until 11 August. Three days at Augusta Bay, Sicily, preceded her participation in 6th Fleet Exercise "National Week XXIII" from 16 to 22 August. During her ensuing operations in the western Mediterranean, she called at ports in France, Spain, and Portugal before sailing for home on 10 October.

The ship reached Hampton Roads on 21 October and remained there until getting underway on 28 November for MARCOTT 3/77, a joint exercise with Canadian warships which kept her busy until she returned to Norfolk in mid-December. She devoted the full month of February 1978 to the Atlantic Fleet's annual readiness exercise and then spent the first 12 days of March in upkeep at Norfolk before representing her sister frigates in Exercise "Shamrock," a combined weapons test and training exercise. Carrier *Dwight D. Eisenhower* (CVN-69), guided missile cruiser *Virginia* (CGN-38), and destroyer *Peterson* (DD-969) also took part in this demonstration which was observed by President Jimmy Carter. On St. Patrick's Day, she arrived at Jacksonville, Fla., and spent the rest of March in that vicinity supporting advanced underway training of surface warfare officers. She returned to Norfolk on 1 April to serve off the Virginia capes as deck landing qualifications ship for LAMPS Squadrons 30, 32, and 34. During the five-day procedure 725 landings were made while 94 pilots were qualified. Then, following further operations in the Norfolk-Virginia capes area, *Ainsworth* entered the Philadelphia Naval Shipyard for her first regular overhaul which kept her busy until 1 March 1979.

Underway for her home port the following day, she arrived at Norfolk on the 3d and conducted local operations until getting underway on 10 May for refresher training in the Caribbean. This West Indies cruise, which lasted through mid-summer, took her to the Bahamas, Guantanamo Bay, Haiti, Puerto Rico, and the Virgin Islands. Then, with fighting skills again honed to a keen edge, she returned to Norfolk on 23 August and operated locally until putting to sea on 1 October for 12 days of combined underway training exercises along the east coast and in waters off Puerto Rico. Upon returning home on the 13th, she began preparations for another deployment, got underway on 10 November, and proceeded via the Azores to Rota. After entering the Mediterranean, she continued on—via the Suez Canal and the Red Sea—to the Persian Gulf and transited the Strait of Hormuz on 9 December. While in the Middle East she visited Jidda, Saudi Arabia; Djibouti, Afars and Issas; and Sitra, Bahrain. She departed the latter port on 22 December 1979 and began 84 consecutive days of service underway at sea ready to act in any emergency which might arise in the area which might result from the prolonged crises precipitated by Iran's capture and occupation of the American Embassy in Teheran and the imprisonment of the American citizens who worked there.

On 11 March 1980, the ship finally put in to Muscat, Oman, for fuel as she began her voyage homeward. Three days later, she topped off her oil bunkers at Djibouti and continued on through the Red Sea, the Suez Canal, and the Mediterranean, to Gibraltar. Following brief stops in the Azores and at Bermuda, she ended the deployment upon her arrival at Norfolk on 17 April.

After a month of leave and upkeep, the ship took part in COMPUTEX 4-80 and carried out naval gunfire support qualifications. At the end of a four-day visit to Port-au-Prince, Haiti, she got underway for home on 19 June and proceeded via Port Everglades to Norfolk which she reached on the 23d. Two days later, she entered the Norfolk Naval Shipyard for a restricted avail-

ity which lasted until 11 August. She then began preparations for overseas movement and got underway on the 29th for Exercise "United Effort" and "Teamwork 80" which kept her at sea in the North Atlantic and the North Sea until she arrived at Copenhagen, Denmark, on 24 September. She also put into Oslo, Norway, Leith and Rosyth, Scotland, and Portsmouth, England, en route home which she reached on 2 November.

After remaining in the Norfolk area into the new year, the frigate sailed on 6 January 1981 for Narragansett Bay, R.I., where she supported submarine training until the 9th. She then prepared for READEX 1-81 and gunfire qualifications which kept her busy until 17 February when work began on making the ship ready for another deployment to the Middle East. She got underway on 18 March and reached Rota on the 29th. After transiting the Suez Canal and the Red Sea from 14 to 17 April, she entered the Indian Ocean and headed back toward the Persian Gulf. After refueling at Sitra, Bahrain, she operated near the Strait of Hormuz until 11 May and then took part in Exercise PASSEX in the Gulf of Oman with HMS *Bacchante* and HMS *Minerva*. Next came battle group operations with *America* (CV-66) and a visit to Kenya. En route to Mombasa, the ship crossed the equator on 23 May. Upon finishing another PASSEX on 3 June, an exercise conducted with two fast patrol boats of the Kenya Navy, she sailed for Sitra, Bahrain, in company with *Kitty Hawk* (CV-63), en route to the Persian Gulf, and conducted operations with that carrier's battle group.

Following almost a month's labors in the vicinity of the Persian Gulf, she sailed for Djibouti on 8 July—beginning the first leg of her voyage home—and took part in further exercises with *Bacchante* and *Minerva* in the Gulf of Oman and in operations with *America* in the Arabian Sea. She reentered the Mediterranean on the 19th and reached Haifa, Israel, two days later. Heading eastward on the 24th, she stopped at Palermo, Sicily, from 27 July to 8 August and then operated with carriers *Nimitz* (CVN-68) and *Forrestal* (CV-59) until the 19th. On the last two days of those operations, she took part in a missile exercise in the Gulf of Sidra, in international waters off the coast of Libya. After arriving at Rota on 22 August, *Ainsworth* took part in Exercises "Ocean Venture" and "Magic Sword" before sailing for home on 4 September with the battle group built around *Forrestal* and reached Norfolk on the 15th.

Following a month in leave and upkeep status at Norfolk, the ship moved to the York River on 15 October to take part in ceremonies celebrating the bicentennial of the American victory at Yorktown. On the 20th, she headed for the Bahamas to serve as a schoolship in antisubmarine warfare training for future commanding officers on the AUTC Range at Andros Island. She returned to Norfolk on 2 November and, three days later, entered the Horne Brothers' Shipyard for a selected restricted availability. This work was completed on 4 January 1982; and, but for short operations in the Caribbean during the latter half of February and the first half of October, the frigate spent most of the year in the vicinity of Norfolk.

She again weighed anchor on 27 December 1982 and proceeded eastward across the Atlantic, via Bermuda and the Azores, to Rota where she arrived on 7 January 1983. The next day, she pushed on toward the Levant to serve as a naval gunfire support ship backing the multi-national, peace-keeping force at Beirut, Lebanon. She served off that troubled land from 13 to 29 January and then proceeded via the Suez Canal, the Red Sea, and the Gulf of Aden for the Arabian Sea. Following a tender availability at Masirah, Oman, she got underway with carrier *America's* battle group for "Weapons-Week" operations in the vicinity of Diego Garcia, the American naval base in the Indian Ocean. Following these exercises, she arrived at Male, Maldives Islands, on 7 March for a port visit. Underway again on the 13th, she worked her way back with *America's* battle group to Masirah which she reached on 26 March. Two days later, she sailed for Kenya and put into Mombasa on 5 April. On the 11th, the ship headed back toward the northern Arabian Sea in company with *America* and, en route, participated in Exercise "PASSEX" which included Australian warships. She also took part in submarine exercises with *Boston* (SSN-703). The ship transited the Suez Canal on 30 April and conducted special operations in the central Mediterranean with *Nimitz's* battle group before she was detached from the 6th Fleet on 10 May to return home. She pulled into Norfolk on the 20th and began a post deployment leave and upkeep period.

Her ensuing operations along the east coast took her to New

England waters before she departed Hampton Roads on 10 August for an overhaul at the Charleston (S.C.) Naval Shipyard. The yard work, which included upgrading of the ship's sonar equipment and installation of a close-in weapon system lasted into the spring of 1984. *Ainsworth* sailed for Norfolk on 28 March and reentered her home port the next day. But for a run to the Bahamas during the second week of July for acoustic trials on the AUTEC range, the ship operated on the east coast for the remainder of the year and well into 1985. Late in March of 1985, she traveled south to Florida and thence to the West Indies where she conducted shore bombardment practise at Vieques Island.

Returning north to Norfolk in mid-April, *Ainsworth* operated in the immediate vicinity until late summer. On 27 August, the frigate stood out of her home port bound for a tour of duty with the 6th Fleet in the Mediterranean Sea. For the next seven months, the warship escorted the carriers of the 6th Fleet as they traveled the length and breadth of the Mediterranean. She participated in a number of exercises testing the fleet's readiness and its ability to operate with elements of allied navies. When not so engaged, the frigate called at a variety of ports on goodwill missions. She completed turnover formalities at Rota, Spain, early in April 1986 and then set out across the Atlantic on the 6th. *Ainsworth* stood into Norfolk again on 16 April.

Following the usual month of post-deployment leave and upkeep, the warship entered the yard at the Norfolk Shipbuilding & Drydock Co. to begin a 12-week repair period. Emerging from the yard again on 12 August, she operated in the immediate vicinity of Norfolk—either in the lower Chesapeake Bay or just off the Virginia capes—until early in October. On 4 October, *Ainsworth* headed south to the coast of Florida where she occupied the rest of the month carrying out refresher training. The frigate returned to Norfolk on 31 October and spent the remainder of 1986 in port. As of the beginning of 1987, *Ainsworth* was still at Norfolk.

Ainsworth, Fred C., see *Fred C. Ainsworth* (AP-181)

Ajax

A Greek hero during the Trojan War, second only to Achilles' prowess and valor. The son of Telemon of Salamis and Periboea, Ajax vied with Ulysses for the arms which had belonged to the fallen Achilles. Maddened by disappointment and anger when they were awarded to the latter, Ajax slew the Greek army's flock of sheep, mistaking them for enemies. When he regained his senses and realized what he had done, he killed himself from shame and despair.

I

(Mon: dp. 2,100; l. 225'; b. 43'8"; dph. 13'4"; dr. 12'6"; s. 5.5 k.; cpl 85; a. none; cl. *Canonicus*)

The contract for construction of *Manayunk* was signed by agents of the Navy and the shipbuilding firm of Snowden and Mason on 15 September 1862, and the keel of that *Canonicus*-class monitor was laid down shortly thereafter at Pittsburgh, Pa. The ship was ready to be launched in April 1864, but her entry into water was delayed by the very low level of the Ohio River. She finally slid down the ways on 18 December 1864; but, by that time, most of the naval phase of the Civil War had ended. Therefore, the ship's fitting out was halted before she received her two 15-inch Dahlgren smooth-bore guns. She was towed to the naval station at Mound City, Ill., and laid up until 1867 when she was towed down the Mississippi and again laid up, this time at New Orleans. While there, *Manayunk* was renamed *Ajax* on 15 June 1867.

Commissioned on 1 January 1871, Lt. Comdr. Charles Love Franklin in command, the monitor was made seaworthy and moved to Key West, Fla. She operated out of that base on coast defense maneuvers with the North Atlantic Squadron until decommissioned on 1 July 1871 and laid up at the Philadelphia Navy Yard.

Following extensive repairs there, *Ajax* was recommissioned on 13 January 1874, Comdr. Joseph N. Miller in command, and returned to Key West, her base for further operations with the

North Atlantic Squadron until again inactivated on 27 July 1875 and laid up at Port Royal, S.C. Recommissioned on 5 November 1875, the ship remained at Port Royal until moved to the James River. In ensuing years, she was moored at Brandon and at City Point, Va., before being placed in ordinary at Richmond on 30 June 1891.

On 26 September 1895, *Ajax* was transferred on loan to the New Jersey Naval Militia and moored at Camden. During the Spanish-American War, the monitor was returned to the Navy and recommissioned on 9 July 1898 for service at Baltimore as a guard ship under the auspices of the Auxiliary Naval Force. However, the rapid American success in that conflict obviated such defensive measures; and the ship was decommissioned on 1 September 1898 before work to make her battle worthy had been completed.

Ajax was sold at the Philadelphia Navy Yard on 10 October 1899.

II

(Collier No. 14: dp. 9,250 (n.); l. 387'6"; b. 46'6" (wl.); dph. 30'0"; dr. 24'8" (mean); s. 10 k.; cpl. 101; a. 4 6-pdrs.)

On 12 May 1898—three weeks after the opening of the Spanish-American War—the United States Navy purchased at New York the screw steamer *Scindia*, a steel-hulled freighter built in 1890 at Glasgow, Scotland. Fitted out at the New York Navy Yard for service as a collier, *Scindia* was placed in commission there on 21 May 1898, Comdr. Eugene W. Watson in command.

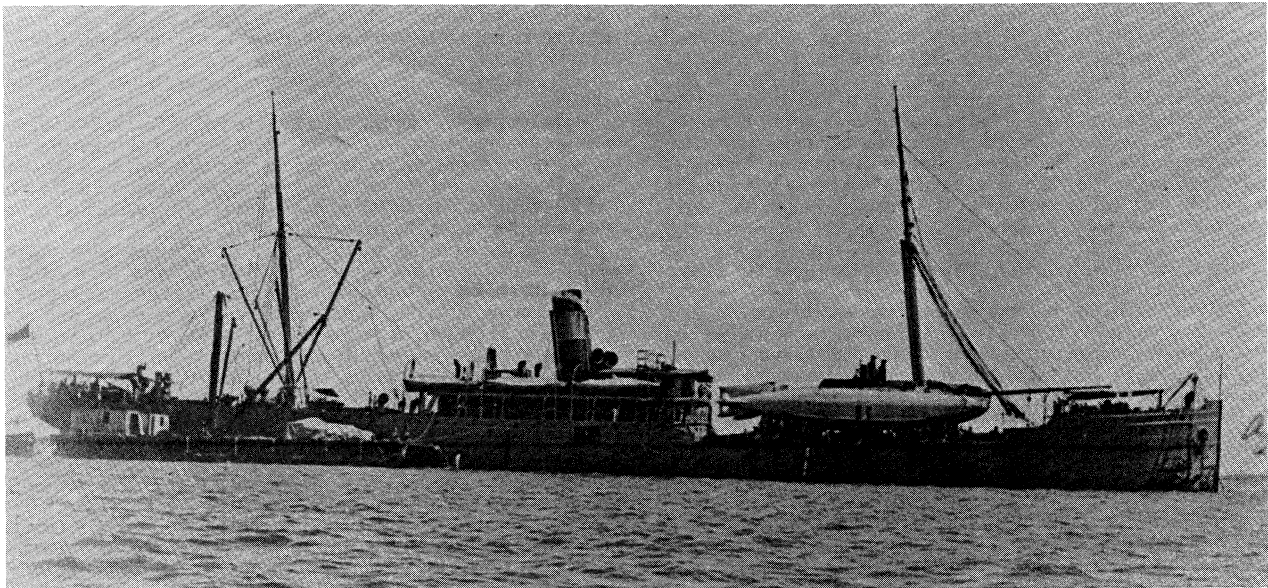
Following a round-trip voyage carrying coal from New York to Guantanamo Bay, Cuba, between 2 June and 1 July 1898, the ship departed New York on 12 October with a cargo of coal for the Hawaiian Islands. She made a number of goodwill calls en route—both before and after rounding Cape Horn—and delivered her cargo at Honolulu. *Scindia* then headed east for the California coast and, after reaching San Francisco Bay early in the spring of 1899, was surveyed at the Mare Island Navy Yard and decommissioned there on 27 May for repairs to her boilers and machinery.

Recommissioned on 23 December 1899, the collier got underway on 18 January 1900 and headed westward across the Pacific and proceeded via Guam to the newly acquired Philippine Islands laden with coal for the ships of the Asiatic Fleet. After unloading at Manila, she transited the Strait of Malacca, crossed the Indian Ocean, and continued on via the Suez Canal and the Strait of Gibraltar to Cardiff, Wales, where she filled her bunkers with coal before crossing the Atlantic to Norfolk, Va., where she arrived on 1 March 1901. During her first circumnavigation of Earth, the steamer was renamed *Ajax* on 1 January 1901. She was decommissioned on 16 March 1901.

Reactivated on 16 October 1901, the ship made two more round-the-world voyages carrying coal to the Asiatic Station and then returned to the Philippines in September 1903 for operations with the Asiatic Fleet through the end of 1904. She then returned to the east coast of the United States along which she operated until placed out of service at Norfolk on 4 November 1905.

Reactivated on 20 January 1907, *Ajax* again served along the east coast until departing Hampton Roads in December of that year to support the cruise of the "Great White Fleet" around the world to demonstrate the good will of the United States and to make known to any potential enemy the power of the American Navy. She returned to Norfolk on Washington's Birthday in 1909 and, after serving the Atlantic Fleet through the spring, was placed out of service at the Portsmouth (N.H.) Navy Yard in June.

Laid up until 30 April 1910, he put in over two more years supporting the Atlantic Fleet along the coast and in the Caribbean before she was ordered to the Orient for the last time. In December 1912, she took on a cargo of coal at Hampton Roads and loaded submarines B-2 (Submarine No. 11) and B-3 (Submarine No. 12) on her decks before sailing via the North Atlantic, the Mediterranean, the Suez Canal, and the Indian Ocean to the Philippine Islands. She arrived in Manila Bay on 30 April 1913, and, after launching her two submarines, began shuttling coal to American warships at ports in such places as Guam, the Philippines, China, Japan, and even Burma. Soon after the United States entered the war, she towed the formerly interned German ship *Elsass* from Samoa to Honolulu, Hawaii. During the



Ajax lies in Manila Bay after her voyage from Norfolk with *B-2* (Submarine No. 11) and *B-3* (Submarine No. 12) as deck cargo, forward, in late April or early May 1913, before they were launched from her deck. (NH 90172, Philip H. Wilson Collection)

American intervention in Siberia at the end of World War I, she made deliveries to Vladivostok.

The ship was laid up at the Cavite Navy Yard from 20 April to 17 October 1921 and then became the receiving ship there for the 16th Naval District. During this period, she served briefly in 1923 as tender to the submarines of Submarine Division 18, Asiatic Fleet, and was based at Chefoo, China. After resuming her role as receiving ship at Cavite in September 1923, *Ajax* became the tender for the planes of the Asiatic Fleet aircraft squadrons in February 1924. On 1 July 1924, she was reclassified as a miscellaneous auxiliary and redesignated AG-15. Relieved of all duty in June 1925, she was decommissioned on 8 July 1925 and her name was simultaneously stricken from the Navy list. The former *Ajax* was sold at the Cavite Navy Yard on 14 August 1925 to S. R. Paterno.

III

During World War I, *Ajax*—a scientific research vessel purchased by the Navy on 2 October 1917 and commissioned on 16 February 1918—was renamed *Rockport* (q.v.) on 20 February 1918.

IV

(AR-6: dp. 8,975; l. 529'5"; b. 73'4"; dr. 23'4"; s. 19.2 k.; cpl. 1,121; a. 4 5"; cl. *Vulcan*)

The fourth *Ajax* was laid down on 7 May 1941 at San Pedro, Calif., by the Los Angeles Shipbuilding and Drydock Corp.; launched on 22 August 1942; sponsored by Mrs. Isaac C. Johnson; commissioned on 30 October 1943, Comdr. John L. Brown in command.

The repair ship departed San Pedro on 9 December, arrived at Pearl Harbor on 16 December, and began preparing small craft to be used as control vessels in the Marshall Islands campaign by installing radar, sound detection equipment, and antiaircraft guns. On 8 January 1944, an oil fire in her blacksmith shop threatened the entire ship, but was extinguished. Nevertheless, *Ajax* spent part of January repairing her own damage.

On 25 January, *Ajax* was ordered to proceed in company with *Wadleigh* (DD-689) to the Ellice Islands; but, two days after reaching Funafuti, she moved to Makin Atoll, Gilbert Islands, to work on the ships that would occupy Majuro in the Marshall Islands. Upon completing that mission, the ship returned to Funafuti on 26 February, only to sail three days later for Majuro.

While she was serving there, Service Squadron (ServRon) 4 was absorbed by ServRon 10. There, she and *Vestal* (AR-4) repaired combatant ships through the Hollandia strikes and during preparations for the Marianas campaign. On 13 June, she sailed for Eniwetok to help set up an advance repair base where she labored through August, at one time working extensive jobs on 19 cruisers and nine battleships.

Late in August, bacillary dysentery broke out among the crew and soon reached epidemic proportions. The ship was quarantined on 1 September and detached on 9 September to proceed to Kwajalein to combat the epidemic. Quarantine ended on 10 October, and *Ajax* steamed to Ulithi to resume repair work and to handle her first major battle damage job. Severely damaged during a torpedo attack off Formosa, *Canberra* (CA-70) received sufficient temporary repairs alongside *Ajax* to enable the cruiser to continue on to Manus. The repair ship continued her work at Ulithi in support of operations in the Philippines, Iwo Jima, and Okinawa.

On 25 May 1945, *Ajax* headed for San Pedro Bay, Leyte Gulf, to help prepare for the final assault on Japan, spending July repairing typhoon-battered *Bennington* (CV-20). The job consisted of rebuilding the forward section of her flight deck and required assistance from *Basilan* (AG-68), *Baham* (AK-122), and *Jason* (ARH-1).

Upon learning of Japan's capitulation on 15 August, *Ajax* began readying amphibious and transport ships to carry occupation forces to the Japanese home islands. On 20 September, she sailed for Guinan, Samar; embarked troops for passage to Okinawa; and once there, repaired other typhoon-damaged ships. Ironically, while she was carrying out this task, typhoons forced her to go to sea herself on 28 September and on 7 October. But for these two incidents, her work at Okinawa was uninterrupted until 28 November, when she sailed for the United States with 800 passengers. She arrived at San Diego on 18 December and, three days later, entered the San Francisco Naval Shipyard for a six-week overhaul.

The yard work ended on 23 February 1946, and *Ajax* sailed via Pearl Harbor for the Bikini Atoll to participate in the atomic bomb tests to be held there in July. Following the tests, she returned to San Diego on 8 October. For the next few years, she tended ships primarily at San Diego.

The repair ship got underway on 2 April 1951 for the first of many postwar cruises to Japan and arrived at Yokosuka on the 18th. She headed for Sasebo on 1 May and spent the rest of the year and early 1952 engaged in repair services in those two ports.

Ajax returned to San Diego on 26 April and devoted the next four and one-half months to operations in various shipyards and ports along the coast of California. She made five more cruises to Japan before 1960, each time operating out of Sasebo and Yokosuka and in every instance returning to San Diego.

Ajax returned from the United States to Japan in February 1960 and in June received orders changing her home port from San Diego to Sasebo. She then became the permanent flagship of ServRon 3 in the Far East. She moved to Yokosuka in August to begin her first yard overhaul in the Orient. Among her alterations was the installation of flag office spaces for ServRon 3 staff. Following refresher training, underway replenishment, and towing exercises with *Castor* (AKS-1), *Ajax* returned to Sasebo on 17 December.

Early in 1961, she became an ambassador of goodwill on a cruise in which she entertained local dignitaries as well as the local populace during visits to Kure, Beppu, Kagoshima, Iwakuni, and Kobe, Japan; Hong Kong; Keelung and Kaohsiung, Taiwan; Subic Bay; and Buckner Bay, Okinawa. A scheduled two-day visit to the last port became a three-week stay in March and April when *Ajax* remained there as backup repair ship in the event that President Kennedy's strong diplomatic resistance to communist aggression in Laos would involve the American Navy in hostilities.

When *Seadragon* (SSN-584), the first nuclear submarine to put into a Japanese port, arrived at Sasebo on 12 November 1964, *Ajax* served as a press platform for radio and television reporters who came to report the event.

On 10 January 1968, *Ajax* sailed for Subic Bay where she remained until mid-March, before returning to her home port. On 3 June, the repair ship headed for Vietnam and arrived at Vung Tau on 9 June. Although that port was a rest and recreation center for the allied forces, *Ajax* worked without break for 13 days making badly needed repairs and providing services to ships and small craft operating in the Mekong Delta, as well as to various Army and Air Force equipment ashore. The repair ship got underway for Subic Bay on 22 June, arrived on 25 June, and undertook a repair job of considerable significance—the regunning of four 5-inch mounts on *Boston* (CAG-1). The repair ship's technicians worked around the clock for seven days to complete the job and return *Boston* to her ready status. After her arrival in Sasebo on 23 July, *Ajax* provided routine repairs and service support for ships there and in Yokosuka for the remainder of the year and the beginning of 1969.

Ajax continued her usual routine of servicing ships in Sasebo, Yokosuka, and Subic Bay during 1969, including a two-week stay in Vung Tau from 27 September to 10 October. As 1970 began, she received word that her home port would revert to San Diego effective 1 June. Prior to that date, *Ajax* continued servicing Vung Tau from 13 April to 9 May in support of the American offensive in Cambodia. *Hector* relieved *Ajax* as flagship on 10 July; and, on the 15th, the latter headed for San Diego where she arrived on 6 August.

On 14 June 1971, following a year's service on the California coast, the ship once again steamed toward Japan and arrived in Sasebo on 5 July. Commander, Service Group (ComServGru) 3, embarked; and *Ajax* commenced business as usual. The ship spent September in Vung Tau, but her month of hard work there was followed by five days of "rest and relaxation" in Hong Kong before she returned to Sasebo on 1 October. However, the vessel soon again proceeded to Vung Tau and worked diligently for the first three weeks in November. Next came a three-day rest in Keelung and Taipei, Taiwan, before a run back to Sasebo to prepare for the voyage home. On 27 January 1972, ComServGru 3 shifted his flag to *Hector*; and *Ajax* steamed via Pearl Harbor to San Diego where she arrived on 16 February and served for the remainder of the year.

Ajax again got underway westward on 16 January and stopped at Pearl Harbor before arriving in Sasebo on 6 February to relieve *Jason* as flagship. The repair ship made two "rest and relaxation" cruises, one in April to Keelung and the other in July to Hong Kong. Typhoon "Dot" complicated the second "pleasure cruise" by closing Hong Kong harbor and causing *Ajax* to circle in rough waters for two extra days before pulling into port. Her return to Sasebo on 25 July was uneventful; and, after being relieved by *Hector* on 7 August, the ship headed home, arrived at San Diego on 29 August, and remained in California for the rest of the year and the first six months of 1974. On 6 July of that year, she got underway in company with *Tolovana* (AO-64) and

steamed for Yokosuka which she reached on 27 July. She operated there until 8 November when she headed for Subic Bay to provide fleet repair services. She labored in the Philippines for a month before proceeding to Kaohsiung, Taiwan, where she ended the year.

Ajax returned to San Diego on 15 February 1975. On 5 October, she got underway for a two-month visit to Pearl Harbor to provide repair support in the middle Pacific. She departed Hawaii on 8 December and arrived in her home port on the 15th in time for a holiday in a leave and upkeep period. *Ajax* remained in or near San Diego for the entire year 1976.

During the first half of 1977, *Ajax* made ready for another deployment. The ship departed San Diego with *Blue Ridge* (LCC-19) on 24 August and arrived at Pearl Harbor on 31 August. The following morning, *Ajax* got underway for Japan and six months in Yokosuka. A series of labor strikes by Japanese employees gave the repair ship's crew members the opportunity to prove their expertise and capabilities. Besides carrying out their normal duties, they helped run the base utilities and acted as firemen, bus drivers, and skilled practitioners of many other occupations to aid the naval activity. She visited Taipei, Taiwan, in December and spent four days in January 1978 in Pusan, Korea. On 5 February, she headed via Pearl Harbor for San Diego, where she arrived on 24 February.

Except for two days of sea trials in April, *Ajax* remained at San Diego until mid-1980. During this period she received an overhaul there by the National Steel and Ship Building Co. which lasted from 21 September 1978 to 21 July 1979.

On 20 May, she sailed for the Orient and reached Subic Bay on 17 June. Three days later, the ship got underway and steamed via Sri Lanka to Diego Garcia where she arrived and relieved *L. Y. Spear* (AS-38) on 6 July. During her busy three months in the Indian Ocean servicing 31 ships, *Ajax* made a brief visit to Port Louis, Mauritius, for recreation. On 12 October, after being relieved by *Emory S. Land* (AS-39), *Ajax* sailed eastward; stopped in Bunbury and Sydney, Australia; Pearl Harbor; and finally reached San Diego on 20 November.

With the exception of two three-day visits to San Francisco and two days of training in the local operating area, *Ajax* remained in San Diego throughout 1981. One notable occurrence during the year was the reporting on board for duty of the ship's first 30 enlisted women. While the women became accustomed to shipboard routine, *Ajax* underwent inspections and training. On 16 October, the ship reached another milestone in the "Women at Sea" program when Ens. Dale Norris became the first woman officer on board *Ajax* to become surface warfare qualified.

On 22 January 1982, *Ajax* got underway for training and a brief port visit to Mazatlan, Mexico, and arrived back home on the last day of the month. Pre-overseas movement preparations throughout the next few months ensured that the repair ship was ready for her 2 April departure for the western Pacific and the Indian Ocean. After a four-day stopover in Pearl Harbor, the ship headed for Subic Bay, where she arrived on 1 May and spent three weeks providing fleet repair services before continuing on to Diego Garcia where she arrived on 1 June. During that deployment, *Ajax* visited Berbera in Somalia, Singapore, and Pattaya in Thailand, before she returned—via Pearl Harbor—to San Diego. The repair ship entered San Diego on 21 October and commenced post-deployment standdown.

Her leave and upkeep period came to an end in November, and *Ajax* set about her repair work once again. Over the next seven months, the ship provided repair services for units of the Pacific Fleet at San Diego, served as a training facility for naval reserve detachments undergoing their annual two weeks of active duty, and made preparations for a regular overhaul. She also put to sea infrequently for trials and, on one occasion in May and June of 1983, to carry her repair services to Bremerton, Wash. *Ajax* returned to San Diego from that mission on 10 June 1983 and, the next day, began a month of final preparations for overhaul. On 11 July, her crew moved to living spaces on board a non-self-propelled barracks ship, and the overhaul began in earnest.

Receiving repair services, rather than extending them to others, occupied her time for the rest of 1983 and during the first two months of 1984. On 1 and 2 March, she put to sea to conduct post-overhaul trials and, on the 3d, resumed repair services to other units of the Pacific Fleet. During the last week in March, she was frequently at sea in the local operating area carrying out independent ship's exercises. From the beginning of April to late

June, *Ajax* performed repair missions at San Diego. On 27 June, the repair ship stood out of San Diego and, after a day of independent ship's exercises in the local operating area, shaped a course for the Naval Air Station, Alameda, where she moored on 29 June. *Ajax* carried out repair assignments at Alameda until the third week in September. On 16 September, she got underway to conduct exercises and then head back to San Diego. The repair ship tied up at pierside at the Naval Station, San Diego, on 19 September. Except for two periods at sea in October for refresher training, *Ajax* spent the rest of 1984 in port repairing ships of the Pacific Fleet.

She continued so engaged into January of 1985, though she interrupted those efforts from the 19th to the 21st to carry out sea trials in the southern California operating area. The first three weeks of February brought more repair work; however, on the 22d, she put to sea again bound for Long Beach. *Ajax* reached her destination on 27 February and set about her work almost immediately. She spent the next five months—save for five days underway locally in May—performing repairs at Long Beach. On 31 July, the repair ship embarked upon the final overseas assignment of her Navy career.

Her last deployment afforded *Ajax* a real opportunity to carry out the function for which she had been designed and built. Continually moving, she performed repairs at widely separated locations. Steaming by way of Hawaii and Guam, she arrived in the Philippines at Subic Bay on 31 August. From Subic Bay, she voyaged to Singapore where she stopped between 24 September and 3 October. Leaving Singapore, *Ajax* headed through the Malacca Strait into the Indian Ocean. She arrived at isolated Diego Garcia Island on 11 October but resumed her voyage again on the 13th. The repair ship dropped anchor at Al Masirah, an island in the Arabian Sea just off the east coast of Oman, on the 19th and carried out repair work there until the beginning of November. On the 2d, she headed back to Diego Garcia where she arrived on the 9th. Her crew performed repairs on *Mars* (AFS-1) and *Shasta* (AE-33) before *Ajax* put to sea to return to Al Masirah. After conducting availabilities for ships of the Middle East Force at Al Masirah from 22 November to 5 December, she put to sea to avoid a large dust storm. While still underway, she laid in a course for Singapore on 7 December. The ship reached her destination on 20 December. Following repairs on *Jesse L. Brown* (FF-1089), *Ajax* set sail once again on 31 December bound for Diego Garcia Island. She arrived at Diego Garcia on 7 January 1986 and provided repair services there for a fortnight. On 22 January, the ship left Diego Garcia in her wake and set course for Pattaya, Thailand, where she spent most of the first week in February. On 12 February, *Ajax* stood into Subic Bay where she was relieved by *Hector*.

The repair ship embarked upon the long voyage across the Pacific Ocean on 21 February. She stopped at Pearl Harbor between 8 and 10 March and arrived back in San Diego on the 18th. Following the usual leave and upkeep period, *Ajax* resumed her repair services. That activity lasted until the second week in September when she began preparations to go out of service. *Ajax* was decommissioned at San Diego on 31 December 1986.

Ajax (AR-6) received five battle stars for service in the Vietnam conflict.

Akbar

An emperor (1556-1605) of Hindustan, the third of the Mogul Dynasty. Akbar was born in Umarkot, Sind (now in Pakistan) in 1542. At the age of 14, he succeeded his father to the throne. His name was Jalul-ud-Din Muhammed, but he became known as "Akbar" (The Great) due to his able administration and strong leadership. Under his rule, Punjab, Rajput, Gujarat, Bengal, Kashmir, and Sind were conquered, annexed or admitted to his empire. He died at Agra in 1605.

(SP-599: dp. 125; l. 72'6"; b. 11'6"; dr. 3'4"; s. 22 k.; cpl. 11; a. 2 mg.)

Akbar (SP-599)—a wooden motor patrol boat built in 1915 at Camden, N.J., by the Mathis Yacht Building Co.—was purchased by the state of Maine from her owner, George W. C. Drexel, Philadelphia, Pa.; transferred under a loan by the state of Maine to the section commander at Bath, Maine; purchased by

the Navy on 17 May 1917; and placed in commission on 31 May 1917, Quartermaster 1st Class Robert A. Webster in charge.

Following her commissioning, the vessel was assigned to the 1st Naval District. *Akbar* carried out harbor patrol duty in the Rockland, Maine, section until May 1918 when she was shifted to the Portland, Maine, section. The former yacht served on patrol duty in that area through the end of World War I in November 1918.

Akbar was decommissioned on 17 January 1919. Her name was struck from the Navy list on 2 October 1919, and she was sold on 2 January 1920 to F. Chester Everett, Malden, Mass.

Akela

The grey wolf in Rudyard Kipling's *The Jungle Book* who led his pack through his strength and cunning.

(Steam Yacht: t. 72; l. 117'6"; b. 14'6"; dr. 4'8" (mean); s. 12 k.; cpl. 15; a. none)

The wooden-hulled, twin-screw, steam yacht *Akela*—built in 1899 at Morris Heights, N.Y., by the Gas Engine and Power Co. and the Charles L. Seabury Co.—was acquired by the Navy from Bridgeport, Conn., businessman Henry Alfred Bishop and delivered on 24 December 1917. Redesignated SP-1793, *Akela* was commissioned at the New York Navy Yard on 16 April 1918, Chief Boatswain's Mate John J. Stegin, USNRF, in charge.

Assigned to the Armed Guard Inspection Board of the 3d Naval District, *Akela* took inspection parties to various merchant ships with embarked armed guard detachments over the next several months. Entering the Seabury yard at Morris Heights on 6 November, *Akela* was still there, undergoing repairs, when the armistice was signed on the 11th. She remained there, inactive and "awaiting orders", into the spring of 1919. The last formal entry in the ship's log, dated 15 April, does not report a formal decommissioning. In any case, the ship was returned to her owner on that day and stricken from the Navy list exactly one month later.

Akron

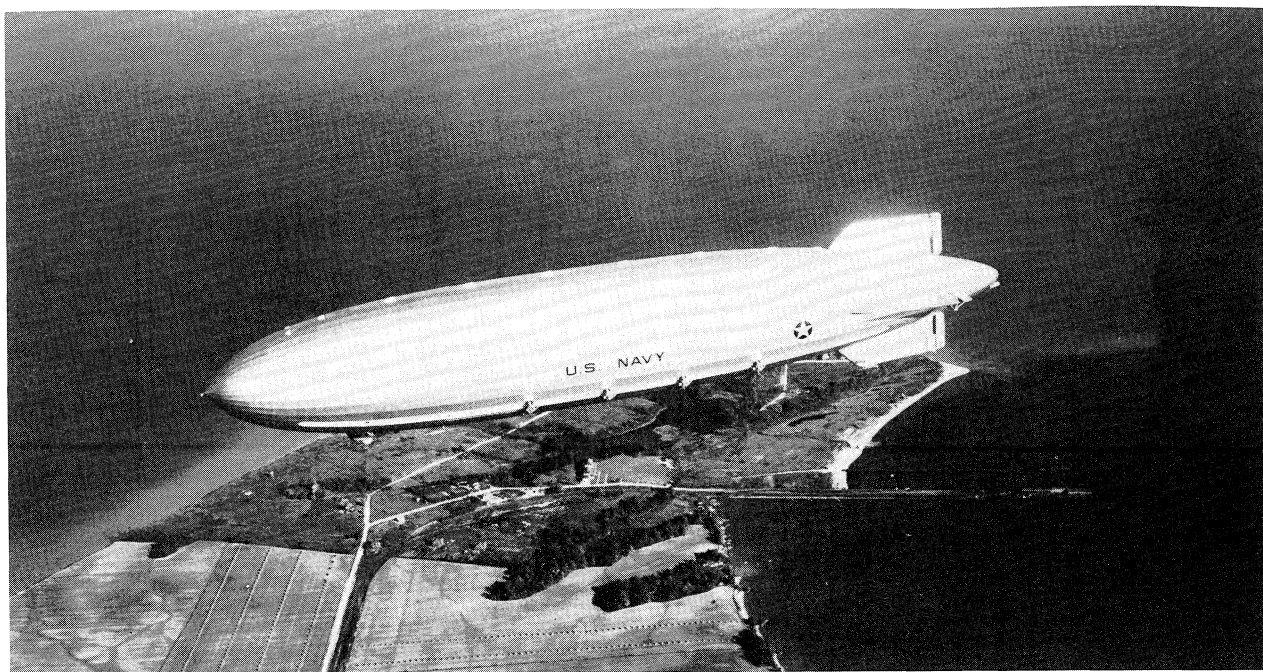
A city in Ohio.

(ZRS-4: dead weight 221,000 lbs.; useful load 182,000 lbs.; l. 785'; max. diameter 132.5'; height 152.5'; nominal gas volume 6,500,000 cu. ft.; s. 72 k. (max.), 50 k. (cruising); cpl. 89; a. 4 ac., approx. 7 mg.; cl. *Akron*)

Construction of the rigid airship ZRS-4 commenced on 31 October 1929 at Akron, Ohio, by the Goodyear-Zeppelin Corp., and on 7 November 1931, Rear Admiral William A. Moffett, Chief of the Bureau of Aeronautics, drove the "golden rivet" in the ship's main ring. Erection of the actual "hull" sections began in March 1930. On 10 May 1930, Secretary of the Navy Charles Francis Adams chose the name *Akron*—to honor the city where the airship was being constructed—and Assistant Secretary of the Navy Ernest Lee Jahneke announced it four days later, on 14 May 1930. On 8 August 1931, *Akron* was launched (floated free of the hangar floor) and christened by Mrs. Lou Henry Hoover, the wife of the President of the United States, Herbert Clark Hoover. *Akron* conducted her maiden flight on the afternoon of 23 September 1931 around the Cleveland, Ohio, area, with Secretary of the Navy Adams and Rear Admiral Moffett embarked. She made eight more flights—principally over Lake Erie but ranging as far as Detroit, Milwaukee, Fort Wayne and Columbus—before her delivery flight from Akron to the Naval Air Station (NAS) at Lakehurst, N.J., where she was commissioned on Navy Day, 27 October 1931, Lt. Comdr. Charles E. Rosendahl in command.

On 2 November 1931, *Akron* cast off for her maiden voyage as a commissioned "ship" of the United States Navy and cruised down the eastern seaboard to Washington. Over the weeks that followed, she amassed 300 hours aloft in a series of flights. Included in these was a 46-hour endurance run to Mobile, Ala., and back. The return leg of the trip made via the valleys of the Mississippi and Ohio Rivers.

On the morning of 9 January 1932, *Akron* cleared Lakehurst



Akron (ZR-4) over Maryland's Eastern Shore, in 1931. (80-G-462238)

to work with the Scouting Fleet on a search exercise. Proceeding to the coast of North Carolina, *Akron* headed out over the Atlantic, tasked with finding a group of Guantanamo Bay-bound destroyers. Once she had located them, she was to shadow them and report their movements. Clearing the North Carolina coast at 0721 on 10 January, the rigid airship proceeded south. Bad weather prevented her from sighting the destroyers she was to find (she missed contact with them at 1240, although *they* sighted *her*) but she continued on, eventually shaping a course toward the Bahamas by late afternoon. Heading northwesterly into the night, *Akron* then changed course shortly before midnight and proceeded to the southeast. Ultimately, at 0908 on the 11th, *Akron* succeeded in spotting the light cruiser *Raleigh* (CL-9) and a dozen destroyers, positively identifying them on the eastern horizon two minutes later. Sighting a second group of destroyers shortly thereafter, *Akron* was released from the evolution about 1000, having achieved a "qualified success" in her initial test with the Scouting Fleet.

As historian Richard K. Smith says in his definitive study, *The Airships Akron and Macon*, "... consideration given to the weather, duration of flight, a track of more than 3,000 miles flown, her material deficiencies, and the rudimentary character of aerial navigation at that date, the *Akron's* performance was remarkable. There was not a military airplane in the world in 1932 which could have given the same performance, operating from the same base."

Akron was to have taken part in Fleet Problem XIII, but an accident occurred at Lakehurst on 22 February 1932 that prevented her participation. As the rigid airship was being taken from her hangar, the tail came loose from its moorings and, caught by the wind, crunched into the ground. The heaviest damage was confined to the lower fin area, and required repairs before the ship was ready to go aloft again. In addition, ground handling fittings had been torn out of the main frame, necessitating repairs to those vital elements as well. It was not until later in the spring that *Akron* was airworthy again; and, on 28 April, the rigid airship cast off for a flight with Rear Admiral Moffett and Secretary of the Navy Adams on board. This particular flight lasted nine hours.

Soon after returning to Lakehurst to disembark her distinguished passengers, *Akron* took off again to conduct a test of the "spy basket"—something like a small airplane fuselage suspended beneath the airship that would enable an observer to serve as the ship's "eyes" below the clouds while the ship herself

remained out of sight above them. Unfortunately, the basket was only "manned" by a sandbag, for the contraption proved "frighteningly unstable" swooping gracefully from one side of the airship to the other before the startled gazes of *Akron's* officers and men. It was never tried again.

Akron and her sistership *Macon* (ZRS-5) (the latter still under construction) were regarded as potential "flying aircraft carriers." On 3 May 1932, *Akron* cruised above the coast of New Jersey with Rear Admiral George C. Day, President of the Board of Inspection and Survey, on board, and for the first time tested the "trapeze" installation for handling of aircraft while airborne. The pilots who carried out those historic "landings," first with a Consolidated N2Y trainer and then with the prototype Curtiss XF9C-1 "Sparrowhawk" fighter, were Lt. Daniel W. Harrigan and Lt. Howard L. Young. The following day, *Akron* carried out another demonstration flight, this time with members of the House Committee on Naval Affairs on board. During this operation the same fliers gave the lawmakers a demonstration of *Akron's* ability to handle aircraft.

Following the conclusion of those trial flights, *Akron* departed Lakehurst on 8 May 1932 and set out for the west coast of the United States. The airship proceeded down the eastern seaboard to Georgia thence moved across the gulf plain and continued on over Texas and Arizona. En route to her base at Sunnyvale, Calif., she reached Camp Kearny, Calif., on the morning of 11 May, and attempted to moor. Since neither the trained ground handlers nor the specialized mooring equipment needed by an airship of *Akron's* size were there, the landing at Camp Kearny was fraught with danger. By the time she started the evolution, the heat of the sun's rays had warmed her, and her engines had further lightened the airship by using 40 tons of fuel during her voyage across the continent. As a result, *Akron* became uncontrollable.

Her mooring cable cut to avert a catastrophic nose-stand by the errant airship, *Akron* headed up. Most men of the mooring crew, predominantly "boot" seamen from the Naval Training Station at San Diego, let go their lines. However, one man was carried 15 feet into the air before he let go and suffered a broken arm in the process. Three others were carried up even farther. Two of these men—Aviation Carpenter's Mate 3d Class Robert H. Edsall and Apprentice Seaman Nigel M. Henton—lost their grips and fell to their deaths. The third, Apprentice Seaman C. M. "Bud" Cowart, clung desperately to his line and made himself fast to it before he was hoisted on board *Akron* one hour

later. Nevertheless, *Akron* managed to moor at Camp Kearny later that day and proceeded thence to Sunnysvale.

Over the weeks that followed, *Akron* "showed the flag" on the west coast, ranging as far north as the Canadian border before returning south in time to exercise once more with the Scouting Fleet. Serving as part of the "Green" Force, *Akron* attempted to locate the "White" Force. Although opposed by Vought O2U "Corsair" floatplanes from "enemy" ships, the rigid airship managed to locate the opposing forces in just 22 hours—a fact not lost upon some of the participants in the exercise in subsequent critiques.

With *Akron* in need of repairs, the airship departed Sunnysvale on 11 June, bound for Lakehurst. The return trip was studied with difficulties—principally due to unfavorable weather. After a "long and sometimes harrowing" aerial voyage, she ultimately arrived there on the 15th. "Seventy-nine weary men climbed down the gangway in the after end of the control car, more than glad to be back."

Akron underwent a period of voyage repairs upon her return from the west coast, and in July took part in a search for *Curlew*, a yacht which had failed to reach port at the end of a race to Bermuda. She resumed operations with her "trapeze" and her planes. On 20 July, Admiral Moffett again embarked in *Akron* but the next day left the airship in one of her N2Y-1s which took him back to Lakehurst after a severe storm had delayed her own return to base.

That summer *Akron* entered a new phase of her career—one of intense experimentation with the revolutionary "trapeze" and a full complement of planes, Curtiss F9C-2 "Sparrowhawks." A key element of the entrance into that new phase was the new commanding officer of the rigid airship, Comdr. Alger Dresel.

Unfortunately, another accident hampered her vital training. On 22 August, *Akron*'s fin fouled a hangar beam after a premature order to commence towing the ship out of the mooring circle. Nevertheless, rapid repairs enabled *Akron* to conduct eight flights over the Atlantic during the last three months of 1932. These operations involved intensive work with the trapeze and the F9C-2s, as well as the drilling of lookouts and gun crews. Among the tasks undertaken was that involving the maintenance of two aircraft patrolling and scouting on *Akron*'s flanks. During a seven-hour period on 18 November 1932, the airship and a trio of planes searched a sector 100 miles wide.

After local operations out of Lakehurst for the remainder of the year 1932, *Akron* was ready to resume her work with the fleet. On the afternoon of 3 January 1933, Comdr. Frank C. McCord relieved Comdr. Dresel as commanding officer, the latter ordered to *Macon* as her first commander. Within hours of this event, *Akron* was on her way south, down the eastern seaboard and shaping a course toward Florida. She refueled at the Naval Reserve Aviation Base, Opa-Locka, Fla., near Miami, on 4 January and then proceeded to Guantanamo Bay, Cuba, for an inspection of base sites. At this time, she used one of her N2Y-1s as an aerial "taxi" to ferry members of the inspection party back and forth.

Soon thereafter, *Akron* returned to Lakehurst for local operations which were interrupted by a two-week overhaul and poor weather. During March, the rigid airship carried out intensive training with her embarked aviation unit of F9C-2s, honing her hook-on skills. During the course of these operations, she cruised to Washington, D.C., and overflew the capital on 4 March 1933, the day Franklin D. Roosevelt took the oath of office as President of the United States.

On 11 March, *Akron* departed Lakehurst and headed for Panama. She stopped briefly en route at Opa-Locka before proceeding on to Balboa, Canal Zone. There an inspection party looked over a potential air base site. While returning northward, the rigid airship paused at Opa-Locka for local operations exercising her gun crews with the N2Y-1s serving as targets for the gunners. Finally, on 22 March, she got underway to return to Lakehurst.

On the evening of 3 April 1933, *Akron* cast off from her moorings to operate along the coast of New England, assisting in the calibration of radio direction finder stations, with Rear Admiral Moffett embarked. Also on board were: Comdr. Harry B. Cecil, the admiral's aide; Comdr. Fred T. Berry, the commanding officer of Lakehurst's Naval Air Station; and Lt. Col. Alfred F. Masury, USAR, a guest of the admiral, a vice-president of the Mack Truck Co., and a strong proponent of the potential civilian uses of rigid airships.

As she proceeded on her way, *Akron* encountered severe weather which did not improve as she passed over Barnegat light at 2200 on the 3d. Wind gusts of terrific force struck the airship unmercifully around 0030 on 4 April, and pushed her down toward the sea. She crashed tail first and then sank in the stormy Atlantic. The German motorship *Phoebus*, in the vicinity, saw lights descending toward the ocean at about 0023 and altered course to starboard to investigate, thinking she was witnessing a plane crash. At 0055 on 4 April, *Phoebus*'s men picked up Lt. Comdr. Henry V. Wiley, *Akron*'s executive officer, unconscious, while a ship's boat picked up three more men: Chief Radioman Robert W. Copeland, Boatswain's Mate 2d Class Richard E. Deal, and Aviation Metalsmith 2d Class Moody E. Ervin. Despite desperate artificial respiration, Copeland never regained consciousness, but died on board *Phoebus*.

Although the German sailors spotted four or five other men in the stormy seas, they did not know that their ship had chanced upon the crash of *Akron* until Lt. Comdr. Wiley regained consciousness a half hour after being rescued. *Phoebus* combed the ocean with her boats for over five hours in a dogged but fruitless search for more survivors of aviation's biggest single tragedy to that date. A Navy blimp, *J-3*, sent out to join the search, also crashed, with the loss of two men.

The Coast Guard cutter *Tucker* (CG-23), the first American vessel on the scene, arrived at 0600 and took on board the *Akron* survivors and the body of Copeland, thus releasing the German motor vessel. Among the other ships which fruitlessly combed the area for more survivors were the heavy cruiser *Portland* (CA-33), the destroyer *Cole* (DD-155), Coast Guard cutter *Mojave*, and the Coast Guard destroyers *McDougal* and *Hunt*, as well as two Coast Guard planes.

Akron's loss spelled the beginning of the end for the rigid airship in the Navy, especially since one of its leading proponents, Rear Admiral William A. Moffett, perished with her, as did 72 other men. As President Roosevelt commented afterward: "The loss of the *Akron* with its crew of gallant officers and men is a national disaster. I grieve with the Nation and especially with the wives and families of the men who were lost. Ships can be replaced, but the Nation can ill afford to lose such men as Rear Admiral William A. Moffett and his shipmates who died with him upholding to the end the finest traditions of the United States Navy."

Akutan

An island and an active volcano in the Aleutian Islands.

(AE-13: dp. 14,225; l. 459'; b. 63'; dr. 26'5"; s. 15.3 k.; cpl. 281; a. 1 5", 4 3", 4 40mm., 10 20mm.; cl. *Mauna Loa*)

Akutan (AE-13) was laid down on 20 June 1944 at Tampa, Fla., by the Tampa Shipbuilding Co.; launched on 17 September 1944; sponsored by Mrs. Roswell B. Daggett, the wife of Capt. Daggett, USN, the supervisor of shipbuilding at Tampa; and commissioned on 15 February 1945, Comdr. R. C. Brown in command.

Following shakedown training in the Chesapeake Bay, the ammunition ship entered the Norfolk Navy Yard for an availability. In early April, she moved to Earle, N.J., to take on ammunition and cargo. On the 9th, *Akutan* shaped a course for the Pacific. She transited the Panama Canal on 16 April and proceeded independently to Ulithi, Caroline Islands. Upon reaching that advanced base on 11 May, the ship reported to Service Squadron 10, Service Force, Pacific Fleet.

On 15 May, *Akutan* got underway with Task Group (TG) 50.8, bound for Okinawa. The ship arrived there on the 21st and operated from that island during the next four weeks, supplying ammunition to various units of the fleet. She sailed for Ulithi on 18 June and weathered a typhoon before arriving there on the 22d. Two days later, the vessel shaped a course for Leyte, Philippine Islands.

Akutan reached San Pedro Bay on 26 June and was assigned to Service Squadron 8 for duty. She remained in Philippine waters until mid-August discharging and receiving ammunition. On 14 August the ship got underway with TG 30.8 to replenish ammunition for vessels of the 3d Fleet. The following day, Japan capitulated. *Akutan* returned to San Pedro Bay on 10 September and operated there until 28 October, when she sailed for the

east coast of the United States. The ship paused en route at Eniwetok and Pearl Harbor, retransited the Panama Canal, and reached Norfolk in December.

Following a brief stay there, *Akutan* sailed to Earle, N.J., to discharge her ammunition. When her cargo had been unloaded, the ship got underway for Orange, Tex., in January 1946. She left Texas on 10 March and proceeded to New Orleans, La., to undergo repairs. Five days later, the vessel set sail for Houston, Tex., and, upon arriving there, entered a shipyard for further repairs. On 26 April, the ship returned to Orange, Tex., and began preparations for deactivation. *Akutan* was decommissioned on 19 October 1946. Her name was struck from the Navy list on 1 July 1960, and the ship was transferred to the Maritime Administration for layup at Beaumont, Tex.

Akutan earned two battle stars for her World War II service.

Ala

A social division of the Hopi Indians comprised of the Horn, Deer, Antelope, Elk, and possibly other clans.

(YT-139: dp. 325 (f.); l. 100'0"; b. 25'0"; dr. 9'7" (f.); s. 13 k.; cpl. 10; a. 2 .50-cal. mg.; cl. *Woban*)

Ala (YT-139) was laid down on 23 September 1939 at Bremerton, Wash., by the Puget Sound Navy Yard; launched on 6 November 1939; and completed on 11 March 1940.

Soon thereafter, the harbor tug was placed in service in the 13th Naval District and operated out of Puget Sound and in Alaskan waters during World War II. On 15 April 1944, the Alaskan portion of the 13th Naval District was established as the 17th Naval District, and *Ala* was assigned to the new entity. Exactly one month later, on 15 May 1944, she was reclassified a large harbor tug and redesignated YTB-139. Following the war, *Ala* was reassigned back to the 13th Naval District and operated in and around Puget Sound until 1954. At that time, she returned to Alaskan waters under the operational control of the Commandant, 17th Naval District. *Ala* spent the remaining decade of her Navy career serving in the Aleutian Islands and along the coast of Alaska. In February 1962, she was reclassified a medium harbor tug and redesignated YTM-139. Her activities came to an abrupt halt on 19 May 1964 when she ran aground and then sank in Kuluk Bay near the Naval Station, Adak. Her name was stricken from the Navy list on 20 May 1965.

Alabama

The 22d state, admitted to the Union on 14 December 1819, whose name is derived from two Choctaw Indian words: "albam," meaning "thicket gatherers" or "vegetation gatherers."

(SL: t. 2,633; l. 203'8"; b. 51'4"; cl. *North Carolina*)

Alabama—one of the "nine ships to rate not less than 74 guns each" authorized by Congress on 29 April 1816—was laid down in June 1819 at the Portsmouth (N.H.) Navy Yard. In keeping with the policy of the 74-gun ships-of-the-line being maintained in a state of readiness for launch, *Alabama* remained on the stocks at Portsmouth for almost four decades, in a state of preservation—much like part of a "mothball fleet" of post-World War II years. Needed for service during the Civil War, the ship was completed, but her name was changed to *New Hampshire* (q.v.) on 28 October 1863.

(SwStr: t. 676)

Alabama—a wooden-hull sidewheel steamer built in 1838 at Baltimore, Md.—apparently operated under the aegis of the War Department during the War with Mexico (1846–1848), carrying troops that participated in the capture of Veracruz. After the close of hostilities, the War Department transferred *Alabama* to the Navy Department pursuant to the Act of Congress of 3 March 1849. The latter, however, found the ship "unsuitable for naval purposes" and sold her at public auction, at New Orleans, La., in October 1849. Records of her naval service (if any) have not been found. It does not appear that she did in fact serve in the

United States Navy, since her name does not appear in any contemporary listings of naval vessels, nor do any deck logs exist. She was ultimately lost, stranding on Gun Key, in the Bahamas, on 12 July 1852. Fortunately, no lives were lost.

I

(SwStr: t. 1,261; l. 214'4"; b. 35'2"; dph. 22'; dr. 14'6"; s. 13 k.; cpl. 175; a. 8 32-pdr. sb.; cl. *Alabama*)

The secession of Virginia from the Union on 17 April 1861 extended Confederate territory to the southern bank of the Potomac, greatly imperiling the capital of the United States and prompting immediate action to strengthen Washington's almost nonexistent defenses with Northern troops. Two days later, supporters of the South clashed with soldiers of the 6th Massachusetts as that regiment was passing through Baltimore en route to Washington. This prompted Baltimore officials to order the destruction of railroad bridges north of their city. This action severed all direct rail connection between Washington and the large cities of the North which were sending troops to its defense. To reopen the flow of the capital, the Army commandeered a number of steamships in Northern ports for service as transports. *Alabama*—which would become the first ship to serve the United States Navy under the name of that state—was one of these steamers.

Laid down in 1849 by William Henry Webb in his shipyard on New York City's East River, *Alabama* was launched sometime in 1850, probably on either 19 January or 10 June. In any case, the steamer was delivered to the New York and Savannah Steam Navigation Co. in January 1851. Before the month was out, she sailed for Savannah on her first run for her owner.

The urgent need to strengthen the defenses of Washington ended more than a decade of commercial service along the Atlantic coast for *Alabama*. Taken over by the Army shortly after the Baltimore riots, the steamer embarked troops at New York and got underway for the Virginia capes in company with two other transports. Escorted by the Navy's just recommissioned brig *Perry*, the little convoy rounded Cape Charles and proceeded up Chesapeake Bay to the mouth of the Severn River. Upon its arrival at Annapolis on 25 April, the Union soldiers disembarked and boarded trains which, bypassing Baltimore, took them to Washington.

However, paperwork seems to have been slow in catching up with the actions taken by the Federal Government during the opening weeks of the Civil War, and the earliest charter for its use of *Alabama* is not dated until 10 May 1862. Meanwhile, into the summer of 1861, the steamer had continued to carry troops, munitions, and supplies to Annapolis and to Fort Monroe, the Union's only remaining hold on the shores of Virginia's strategic waters in the Virginia capes-Hampton Roads area.

The Union Navy purchased *Alabama* at New York on 1 August 1861 from the firm of S. L. Mitchell and Son and, after fitting the ship out for naval service, commissioned her at the navy yard there on 30 September 1861, Comdr. Edmund Lanier in command.

The ship was assigned to Flag Officer Samuel F. Du Pont's newly established South Atlantic Blockading Squadron, which was charged with guarding the Confederate coast from the border between North and South Carolina to the tip of the Florida Peninsula. Du Pont's orders also called for him to capture some harbor within his sector as a base and a port of convenience for Union ships moving to and from the Gulf of Mexico.

While taking hold of the administrative reins of his new command, the flag officer assembled a group of warships at New York City for a joint Army-Navy expedition against Port Royal, S.C., which he had selected as the site of the new base. On 16 October, *Alabama* got underway in this task force and headed for the Virginia capes. Two days later, the Union men-of-war anchored in Hampton Roads, the staging point for the impending attack.

However, on the 25th, before the expedition could sortie for the South Carolina coast, word reached Du Pont that *Susquehanna* had suffered engine trouble which seriously impaired her efficiency. Responding to this crisis, the flag officer ordered *Alabama* to waters off Charleston to plug this new hole in the blockade of that strategically and symbolically important port. Thus, *Alabama* lost her role in the conquest of Port Royal.

When *Alabama* arrived on station outside Charleston bar on

the 27th, she began performing more than her normal share of steaming since *Flag*, her companion there, was crippled by boiler trouble. On the morning of 5 November, she chased, boarded, and took possession of *La Corbeta Providencia* of Majorca which, four days earlier had been stopped by *Monticello*. While that Spanish bark's papers were on board that Union screw gunboat for examination, a storm arose and separated the two vessels. Thus, *Providencia* could show no papers to Comdr. Lanier, so he sent her to Hampton Roads as a prize. After the true facts were determined, the bark was turned over to the Spanish consul at New York for return to her owner.

On 12 December, while proceeding from the recently acquired Union base at Port Royal to St. Simon's Sound, Ga., *Alabama* sighted a large vessel some 12 to 14 miles south of Tybee Island. After a brief chase, she brought the stranger to and, on boarding, identified her as *Admiral*, a sailing ship which had left Liverpool two months before, bound for St. John, New Brunswick. However, the boarding party found among the ship's documents, a contract agreeing to deliver her cargo of salt, coal, and general merchandise to Savannah. Since this evidence destroyed the credibility of her clearance papers, Lanier sent *Admiral* to Philadelphia where she was condemned by the prize court.

During the remainder of the autumn and the ensuing winter, besides serving on blockade duty, *Alabama* performed widely varied duties for her squadron such as carrying dispatches and supplies to fellow warships in the area, searching for the missing schooner *Peri*, and towing granite-laden ships of the stone fleet to Charleston from Savannah where their use as obstructions to stop blockade runners had been obviated by hulks which the Southerners themselves had sunk in the channel leading to that port to bar the entry of Northern warships.

In late February and early March 1862, she was part of the task force which occupied Fernandina and Amelia Island, giving the Union virtual control of Florida's entire Atlantic coast. At the conclusion of this operation, Du Pont, on 6 March, ordered *Alabama* to carry his chief of staff, Capt. Charles Henry Davis—who had been earmarked to head a squadron and soon would be given command of the Western Flotilla—north to deliver to the President a report of the Union's bloodless victory.

Since the Confederates had erected batteries along the Virginia bank of the Potomac making navigation of that river extremely dangerous for Union ships, the flag officer sent her to Baltimore rather than directly to Washington. His eagerness to have the good news reach the Union capital prompted Du Pont to have *Alabama* skip the customary stop at Hampton Roads.

This decision deprived the steamer of a front row seat at—and conceivably a role in—the most historic single naval action of the Civil War. On 9 March, as she passed between the Virginia capes and started up Chesapeake Bay, all on board could hear the guns of *Monitor* and *Merrimack*—the latter reborn as CSS *Virginia*—as they fought the first duel between ironclad warships. Davis later recalled the skirmish, upon his asking the master of a passing river steamer the meaning of the sound, he had been told “. . . that it was target practice . . . with the great guns on the Rip-Raps.”

The ship reached Baltimore the next day, and Davis went on by train to Washington where he delivered Du Pont's report and visited the White House to give Lincoln a detailed personal account of the Florida operations. Meanwhile, *Alabama* began nine days in port undergoing replenishment and repairs. She stood down Chesapeake Bay on 19 March and, four days later, arrived off Port Royal and resumed duty with her squadron.

Early in April, she took station in St. Simon's Bay, Ga., and found on St. Simon's Island a recently established and growing colony of blacks who had escaped from their masters. The 26 men, 6 women, and 9 children in group were busy “. . . planting potatoes, corn, etc. . .” but were short on food so Lanier visited a plantation on Jekyll Island and obtained a large supply of sweet potatoes to feed the former slaves until their labors bore fruit. By the time *Alabama* left St. Simons on the 18th, the size of the community of “contrabands” on St. Simons had increased to 89. Thus the rapid growth of this colony of former slaves illustrated the erosive effect of the war on the South's “peculiar institution” throughout the Confederacy and especially in areas controlled, or close to, Union forces.

Florida arrived in St. Simon's Bay on 18 April relieving *Alabama* who got underway the next morning. She joined the blockading forces off Charleston on the 20th. While on duty there on the night of 7 May, she sighted, chased, and fired at an

incoming schooner which escaped in the darkness. At dawn, she sighted the elusive vessel aground off Light-House Inlet. She promptly stood in toward the stranded ship as far as the depth of water allowed and fired two rounds at the blockade runner. Both fell short. Later that morning, local people joined the schooner's crew in a race to unload this stranger's cargo before she bilged.

An even better day for *Alabama* began about three hours before dawn on 20 June when she assisted *Keystone State* in capturing *Sarah* as that British schooner was attempting to escape from Charleston harbor to carry 156 bales of cotton to Nassau. *Alabama* scored again at daybreak, when she caught *Catalina* after that Charleston schooner had slipped out of her home port laden with more cotton. Lanier sent that prize to Philadelphia where she was condemned by the admiralty court.

A frustrating action for *Alabama* began about 90 minutes after midnight on the morning of 26 July when her sister blockader *Crusader* sighted, fired upon, and chased a steamer which was attempting to sneak into Charleston. The Union vessel's shells forced the blockade runner back out to sea, but *Crusader's* limited speed—slowed even more by ailing engines—made her no match for the fleet stranger. *Alabama* joined in the pursuit and followed in the stranger's wake for about 25 miles before her quarry disappeared over the horizon.

Four days later, *Crusader's* engines broke down completely, necessitating *Alabama's* towing her to Port Royal. That mission came at a fortuitous time since Comdr. Lanier had become sick several weeks before and his condition had steadily worsened. His illness prompted Du Pont to order Lt. Comdr. James H. Gillis to relieve Lanier in command of *Alabama*, freeing the stricken officer to return north to recuperate. However, the assignment was brief for Gillis for, on 12 August, Lt. Comdr. William T. Truxtun took command of the ship.

During ensuing weeks, *Alabama* operated primarily in the shallow waters of the bays and rivers along the coast of Georgia. The highlight of her duty during this period was her capture of “. . . the English schooner *Nellie*, from Nassau, purporting to be bound for Baltimore.” Truxtun sent the prize to Philadelphia for adjudication.

However, her first year of service in the Navy had taken a heavy toll on *Alabama*, and she needed repairs which could not be made at Port Royal. On 26 September, to return her to fighting trim, Du Pont ordered her to Philadelphia. On the voyage north, she carried “. . . William H. Gladding, a pilot, taken in a schooner attempting to pass the blockade at Sapelo, and reported him to you as too dangerous a man to be allowed to be adrift.” The ship sailed on the 29th, reached Philadelphia on 3 October, but headed further north three days later, and arrived at Boston on the 9th and was decommissioned there on the 15th.

The steamer underwent repairs in the navy yard there for about six weeks. The exact date of her recommissioning is unknown since no logs for her between 15 October 1862 and 17 May 1864 seem to have survived. In any case, from other records, we know that *Alabama*—then commanded by Comdr. Edward T. Nichols—departed Boston on New Year's Day 1863, bound for the Virgin Islands to stop, or at least to gather information about, the Confederate privateer *Retribution*. She reached St. Thomas on the 9th where Nichols found “. . . much excitement among the masters of American vessels in the harbor in consequence of the appearance off the port of a Confederate privateer schooner, and the chasing by her of two American vessels back into the harbor. . . .” The next morning, *Alabama* got underway and cruised in the waters between St. Thomas and Puerto Rico vainly seeking the Southern raider. This cruise typified most of her subsequent operations during ensuing months in the special squadron which was established to counter the commerce destroying action of Confederate raiders and privateers. Her efforts to protect Union shipping—which were primarily devoted to catching the Southern cruisers *Alabama* and *Florida*—were ended in the summer by an outbreak of yellow fever on board. On 27 July, she was ordered to Boston in the hope that cooler weather would help to restore her crew to good health. She departed Cape Haitien, Haiti, later that day; but the growing list of deaths which occurred after she got underway and the deteriorating condition of her chief engineer and one other member of her crew forced her to put into New York where she was apparently decommissioned before transferring her entire crew to the receiving ship *Magnolia*. She was then towed to Portsmouth, N.H., and placed in quarantine.

Recommissioned on 17 May 1864, Acting Vol. Lt. Frank Smith in command, she stood down the Piscataqua River and headed out to sea on the 30th. After stopping at New York for 10 days, she resumed her voyage south and joined the North Atlantic Blockading Squadron at Newport News, Va., on 11 June and served in its waters through the end of the war. Highlights of her remaining year in naval service were her participation in the capture of *Annie* off New Inlet, N.C., as that British steamer attempted to slip out of Wilmington with a cargo of cotton, tobacco, and turpentine; and her shelling of Fort Fisher during the two attacks on that Confederate stronghold which protected Wilmington, in late-December 1864 and in mid-January 1865.

On 26 March of the latter year, she ascended the James River to City Point, Va., and remained there during the final days of Grant's drive on Richmond. After the fall of Richmond and Lee's surrender, she headed downstream on 10 April and remained in the Newport News-Hampton Roads area during the first 10 days of uncertainty, fear, and anger following Lincoln's assassination.

Alabama stood out to sea on the 24th and, two days later, entered the New York Navy Yard for repairs. Somewhat refurbished, she headed south again on 22 May and operated between Atlantic ports from Hampton Roads to the Delaware River for almost two months. She was decommissioned at Philadelphia on 14 July 1865, sold at auction there to Samuel C. Cook on 10 August 1865, and redocumented under her original name on 3 October 1865. She operated along the Atlantic coast between New York and Florida under a series of owners. In 1872 her engines were removed and on 12 September of that year she was reregistered as a schooner. The veteran ship was destroyed by fire—probably sometime in 1878—but the details of her destruction are not known.

II

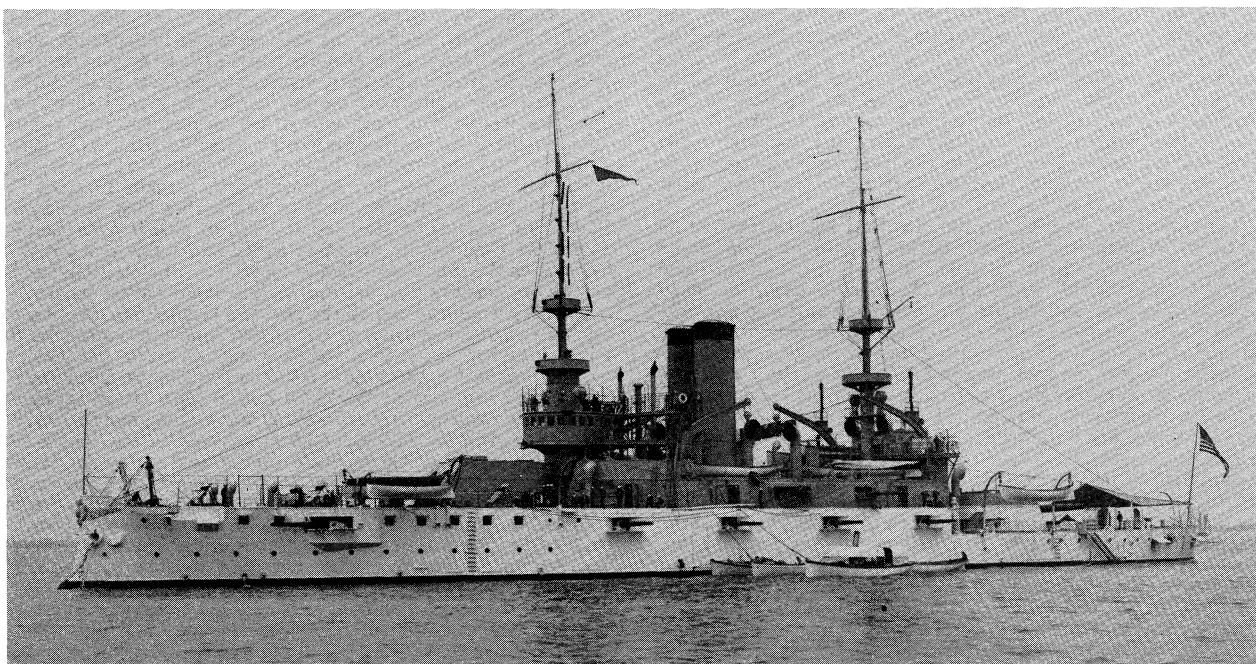
(Battleship No. 8: dp. 11,565 (n.); l. 374'10"; b. 72'5"; dr. 25'0" (f.) (aft); s. 16 k.; cpl. 536; a. 4 13", 14 6", 16 6-pdrs., 4 1-pdrs., 4 .30-cal. mg., 4 18" tt.; cl. *Illinois*)

The second *Alabama* (Battleship No. 8) was laid down on 1 December 1896 at Philadelphia, Pa., by the William Cramp and Sons Ship and Engine Building Co.; launched on 18 May 1898; sponsored by Miss Mary Morgan, daughter of the Honorable John T. Morgan, United States Senator from Georgia; and com-

missioned on 16 October 1900, Capt. Willard H. Brownson in command.

Though assigned to the North Atlantic Station, *Alabama* did not begin operations with that unit until early the following year. The warship remained at Philadelphia until 13 December when she got underway for the brief trip to New York. She stayed at New York through the New Year and until the latter part of January 1901. Finally, on 27 January, the battleship headed south for winter exercises with the Fleet at the drill grounds in the Gulf of Mexico near Pensacola, Fla. *Alabama's* Navy career began in earnest with her arrival in the gulf early in February. With a single exception in 1904, each year from 1901 to 1907, she conducted Fleet exercises and gunnery drills in the Gulf of Mexico and the West Indies in the wintertime before returning north for repairs and operations off the northeastern coast during the summer and autumn. The exception came in the spring of 1904 after the conclusion of winter maneuvers when she departed Pensacola in company with *Kearsarge* (Battleship No. 5), *Maine* (Battleship No. 10), *Iowa* (Battleship No. 4), *Olympia* (Cruiser No. 6), *Baltimore* (Cruiser No. 3), and *Cleveland* (Cruiser No. 19) on a voyage to Portugal and the Mediterranean. After a ceremonial visit to Lisbon honoring the entrance of the Infante into the Portuguese naval school, *Alabama* and the other three battleships cruised the Mediterranean until mid-August. Returning by way of the Azores, she and her traveling companions arrived in Newport, R.I., on 29 August. Late in September, the warship entered the League Island Navy Yard for repairs. Early in December, *Alabama* left the yard and resumed cruising with the North Atlantic Fleet.

Near the end of 1907, the battleship set out upon a special mission. On 16 December 1907, she stood out of Hampton Roads in company with what became known as the Great White Fleet. *Alabama* accompanied the Fleet on its voyage around the South American continent as far as San Francisco. On 18 May 1908 when the bulk of the Fleet headed north to visit the Pacific northwest, she remained at San Francisco for repairs at the Mare Island Navy Yard. As a consequence, the warship did not participate in the celebrated visit to Japan. Instead, *Alabama* and *Maine* departed San Francisco on 8 June to complete their own, more direct, circumnavigation of the globe. Steaming by way of Honolulu and Guam, the two battleships arrived at Manila in the Philippines on 20 July. In August, they visited Singapore and Colombo on the island of Ceylon. From Colombo, the



Alabama (Battleship No. 8), as photographed by Enrique Muller in 1907, painted in the standard white and "spar color" scheme of that era. Note the disposition of her main and secondary batteries and the funnels arranged side-by-side. (NH 89479)